

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Canceled)

2. (Currently Amended) ~~In an~~An impact absorbing type steering column apparatus for an automotive vehicle, capable of adjusting a steering position and, when a secondary collision happens, absorbing impact energy thereof by moving a steering column supported through a bracket on a ~~car~~vehicle body towards the front of the vehicle,

~~an improvement~~ characterized in that said bracket includes a vehicle body mounting portion to be fixed to a vehicle body, a vertical wall portion bent substantially in an L-shape from the vehicle body mounting portion through a bending portion, a column fastening/fixing portion extending from the vertical wall portion, and a groove for adjusting a tilt position of the steering column, through which groove a fastening bolt is inserted so that when the fastening bolt is fastened the steering column is fastened and fixed by the column

fastening/fixing portion, and when the fastening bolt is unfastened the steering column is released from the column fastening/fixing portion in order to become position adjustable,

said groove being formed with a restricting portion for restricting position adjusting movement of the steering column movement within a normal adjustment range, and

said groove being extended beyond said restricting portion and being opened at an end, whereby when a secondary collision occurs, movement of said fastening bolt together with the steering column is restricted by said restricting portion so that the bracket is bent at the bending portion to absorb impact energy and, thereafter, said fastening bolt together with the steering column move beyond said restricting portion and are released from the bracket.~~includes a steering column position adjusting groove, through which a fastening member of said steering column is inserted and of which one end is opened, and a restricting portion for restricting a steering position adjusting range of said steering column, and~~

~~said restricting portion allows, upon the secondary collision, said steering column to move beyond the steering position adjusting range.~~

3. (Currently Amended) An impact absorbing type steering column apparatus for an automotive vehicle according to claim 2, wherein ~~said groove serves for adjusting a tilt position of said steering column, and a~~ lower bracket supporting said steering column through a hinge mechanism in the front of the vehicle and supported on the ~~ear~~ vehicle body, is provided on a front-of-the-vehicle side of said bracket,

said lower bracket includes a cut-away portion through which a pivot of said hinge mechanism is inserted and of which a front-of-the-vehicle side is opened, and

said pivot comes off said open end of said cut-away portion upon an axis-directional ~~input~~ movement of said steering column when the secondary collision happens, and said steering column is released from said lower bracket.

4. (Currently Amended) An impact absorbing type steering column apparatus for an automotive vehicle according to claim 2, wherein a protrusion for regulating

a movement of said fastening member is provided ~~as at~~ said restricting portion within said adjusting groove.

5. (Currently Amended) An impact absorbing type steering column apparatus for an automotive vehicle according to claim 4, wherein ~~said protrusion is constructed of~~ at least one additional protrusion is disposed in said adjusting groove beyond said restricting portion, so as to provide a plurality of protrusions formed in alignment in their directions towards the front of the vehicle.

6. (Previously Presented) An impact absorbing type steering column apparatus for an automotive vehicle according to claim 4, wherein said protrusion includes an abutting surface on the side facing said fastening member.

7. (Currently Amended) An impact absorbing type steering column apparatus for an automotive vehicle according to claim ~~3~~2, wherein said restricting portion of said bracket extends substantially in front-and-rear directions of the vehicle in a way that leaves said open

end, and is formed to delimit substantially a lower portion of said position adjusting groove, and

said restricting member portion includes a bend allowing portion for allowing said fastening member of said steering column to move towards the front of the vehicle through said open end.

8. (Currently Amended) An impact absorbing type steering column apparatus for an automotive vehicle according to claim 3, wherein said restricting portion ~~of~~ ~~said car body sided bracket~~ extends substantially in vertical directions in a way that leaves said open end, and is formed to delimit substantially a ~~side~~ an end position, within ~~of~~ said adjusting groove, of said steering position adjusting range, and

said restricting portion includes a bend allowing portion for allowing said fastening member of said steering column to move towards the front of the vehicle through said open end.

9. (Previously Presented) An impact absorbing type steering column apparatus for an automotive vehicle according to claim 2, further comprising a column support

member extending so as to be curved under said steering column,

wherein said column support member delimits substantially the lower portion of the steering position adjusting range, and prevents said steering column from falling down.

10. (Currently Amended) ~~In an~~An impact absorbing type steering column apparatus for an automotive vehicle, capable of adjusting a steering position and, when a secondary collision happens, absorbing impact energy thereof by moving a steering column supported through a bracket arrangement on a ~~car-vehicle~~ body towards the front of the vehicle,

~~an improvement~~ characterized in that there is provided a restricting member including a first restricting portion and a second restricting portion, said restricting member allows, within said first restricting portion, said steering column to move for a positional adjustment, then deforms when said steering column moves, upon a secondary collision, beyond a first predetermined range restricted by said first restricting portion, and restricts the movement of said steering

column within a second predetermined range by use of said second restricting portion.

11. (Currently Amended) An impact absorbing type steering column apparatus for an automotive vehicle according to claim 10, wherein said bracket arrangement is constructed of an upper bracket and a lower bracket, a bolt is inserted through a hole of said upper bracket, and said steering column is supported by said upper bracket,

said restricting member is formed integrally with said ~~ear~~-vehicle body sided upper bracket,

said first restricting portion is formed with said hole, and

when said steering column moves through only the first predetermined range upon the secondary collision, said bolt causes said restricting member to deform and enters said second restricting portion provided adjacent to said first restricting portion.

12. (Original) An impact absorbing type steering column apparatus for an automotive vehicle according to claim 11, wherein when said bolt enters said second restricting portion, said restricting member makes its

flexural deformation so as to extend in a moving direction of said bolt.

13. (Original) An impact absorbing type steering column apparatus for an automotive vehicle according to claim 11, wherein said second restricting portion is previously formed as an elongate hole suitable for guiding said bolt in its moving direction when said bolt has entered said second restricting portion.

14. (Original) An impact absorbing type steering column apparatus for an automotive vehicle according to claim 11, wherein said hole of said upper bracket is a groove for a tilt adjustment, said bolt is a fastening bolt for the tilt adjustment, and said lower bracket pivotally supports said steering column.

15. (Currently Amended) An impact absorbing type steering column apparatus for an automotive vehicle according to claim ~~11~~10, wherein said bracket arrangement is constructed of an upper bracket and a lower bracket, a bolt is inserted through a hole of said lower bracket, and said steering column is supported by said lower bracket,

said restricting member is formed integrally with
said ~~car~~vehicle body sided lower bracket,

said first restricting portion is formed with said
hole, and

when the secondary collision happens, impact energy
is absorbed in a way that causes a flexural deformation
of said restricting member while moving said steering
column towards the front of the vehicle, and

when said steering column moves through only the
first predetermined range, said bolt causes said
restricting member to deform and enters said second
restricting portion provided adjacent to said first
restricting portion.

16. (Original) An impact absorbing type steering
column apparatus for an automotive vehicle according to
claim 15, wherein when said bolt enters said second
restricting portion, said restricting member makes its
flexural deformation so as to extend in a moving
direction of said bolt.

17. (Original) An impact absorbing type steering
column apparatus for an automotive vehicle according to
claim 15, wherein said second restricting portion is

previously formed as an elongate hole suitable for guiding said bolt in its moving direction when said bolt has entered said second restricting portion.

18. (Currently Amended) An impact absorbing type steering column apparatus for an automotive vehicle according to claim 15, wherein said hole of said ~~ear~~ vehicle body sided lower bracket is a support hole for the tilt adjustment, and said bolt is a tilt adjusting hinge pin for determining a tilt center when inserted into said support hole.

19. (Currently Amended) An impact absorbing type steering column apparatus for an automotive vehicle according to claim 3, wherein a protrusion for regulating a movement of said fastening member is provided ~~as~~ at said restricting portion within said adjusting groove.

20. (Previously Presented) An impact absorbing type steering column apparatus for an automotive vehicle according to claim 5, wherein said protrusion includes an abutting surface on the side facing said fastening member.

21. (Previously Presented) An impact absorbing type steering column apparatus for an automotive vehicle according to claim 3, further comprising a column support member extending so as to be curved under said steering column,

wherein said column support member delimits substantially the lower portion of the steering position adjusting range, and prevents said steering column from falling down.